





## Today's Advertisements.

### HONGKONG RIFLE ASSOCIATION.

#### LONG RANGE CUP AND SPOONS.

THERE will be a COMPETITION for the above TO-MORROW (SATURDAY), the 7th instant, at 3 P.M.  
RANGES.—700 and 800 yards.  
Ten Shots and one Slighter.  
Conditions as usual.

MOWBRAY S. NORTHCOTE,  
Hon. Sec.

Hongkong, 6th January, 1899. [23]

### THE NORWICH UNION FIRE INSURANCE SOCIETY.

FOUNDED 1797.

AMOUNT INSURED £3,300,000

LOSSES PAID £12,950,000

PREMIUM INCOME £887,000

THE Undersigned Agents for the above

Society are prepared to accept RISKS

against Fire at CURRENT RATES.

DAVID SASSOON, SONS & Co.,

Hongkong, 6th January, 1899. [24a]

### WANTED.

GENTLEMAN requires COMFORTABLE

BEDROOM also BREAKFAST.

Reply stating Terms to

"C.D." c/o ACHIE & Co.

Hongkong, 6th January, 1899. [28a]

### PASSAGE TO LONDON

BY SAILING VESSEL.

THE Al Steel Ship

"KENSINGTON,"

Sailing about the 16th instant, has accommodation

for two Saloon passengers, Good table

kept, Bath, and a Steward, and has splendid

promenade deck, good opportunity for parents

wishing to send two boys to school in England.

Voyage will probably be made in 100 Days.

Apply to

HOLLIDAY, WISE & Co.,

Praya Central.

Hongkong, 6th January, 1899. [29a]

### UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EIDSVOLD,"

Captain Anderson, will be despatched as above

on TUESDAY, the 24th instant, at 3 P.M.

For Freight, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 6th January, 1899. [26a]

### UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain Trotter, will be despatched as above

on or about the 20th February.

For Freight, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 6th January, 1899. [25a]

### Hotel.

WINDSOR HOTEL,

HONGKONG.

THIS ESTABLISHMENT, situated in the

central part of the city, is known as "CON-

NAUGHT HOUSE," offers First-class Accom-

modation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to

each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families

and for Monthly or Extended Periods.

P. BOHM,

Proprietor & Manager.

Hongkong, 3rd April, 1895. [21]

### Intimation.

A. S. WATSON & Co.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

### SCOTCH WHISKY.

A.—THOMAS'S BLEND, White

Capitule, 10.80

B.—WATSON'S GLENROCHY

MELLOW BLEND, Blue

Capitule, with Name

and Trade Mark, 10.80

C.—WATSON'S ABELOUR

GLENROCHY, Red Cap-

sule, with name and

Trade Mark, 12.00

D.—WATSON'S H.K.D. BLEND

OF THE FINEST SCOTCH

MALT WHISKIES, Vi-

olet Capsule, 14.40

E.—WATSON'S VERY OLD LI-

QUOR SCOTCH WHISKY,

Gold Capsule, 15.00

THOMAS'S BLEND and WATSON'S

GLENROCHY are high class Soda

Whiskies, of greater age than most

brands in the market.

ABELOUR-GLENROCHY is a very old

Peat Whisky, (smoky) and could not

now be replaced in stock at the price.

D is well known for its fine

flavour.

E is of superb quality and pro-

nounced by leading local connois-

seurs to be the best brand in the

Hongkong market.

A. S. WATSON & Co., Limited,

WINE & SPIRIT MERCHANTS.

Established 1841.

## The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 6, 1899.

### NOTES AND COMMENTS.

When we are in the throes of the rainy

season we growl and grumble at the muddy

state of the Hongkong streets and when a

period of drought sets in our voices rise in

protest at the dust, and between the two we

spend a sorry time, for there appears to be no

intermediate stage. At present we are suffer-

ing from an excessive amount of dust, but this

is not our only cause of complaint. In addi-

tion to the dust we have stones, for the long

spell of dry weather, by transforming the

greater part of the binding matter of the roads

into dust, has released chunks of the

surface of the road and play havoc with

both foot and vehicular traffic. A good

example of this state of affairs is to be seen

in Cameron Road, Kowloon, which has

suffered so severely from the prevailing dry

weather as to render it almost impossible for

the bare-footed rickshaws to pick their

way between the sharp lumps of road metal

scattered about, and the result is that they

prefer to make a detour in order to avoid

this thoroughfare.

The construction of our roads also

leaves much to be desired. Either the

foundations are bad in the first instance or

the metalling is carelessly spread and in-

sufficiently rolled, or is not sufficiently

assorted in size to allow of its forming a

fairly smooth and even surface. Our roads

are full of ruts which give one uncomfortable

jars when passing over them in a rickshaw, or

form miniature water jumps, into which the

unwary are liable to plunge in rainy weather.

Then when the rut grows sufficiently deep

and large to attract the attention of the

P.W.D.—and it requires a regular

chassis to do so—along come a few

coolies and ram a patch into place which

soon sets hard and illustrates the proverb of

the new patch on the old garment. In other

words the road commences to break up on

either side of the patch and two ruts are

quickly formed—where before but one

existed.

The Director of Public Works in his last

half-yearly report, called attention to a new

road metal, which he had discovered and

explained its advantages at some length.

It would be interesting to know on what

roads the new metalling has been used in

order that the public might be able to see

for themselves its durability or otherwise.

We should like to see this point made clear

in the coming half-yearly of the Public

Works Department.

### REUTER'S TELEGRAMS.

FRANCE.

LONDON, January 4th.

A statement has been published on behalf

of Prince Victor Bonaparte in which he declares

that he is preparing to act as soon as events,

which are nearer than supposed, occur. The

Prince says it is useless to attempt anything

by legal means and that he is therefore plan-

ning to act by force, aided by the Military

prestige and talent of his brother Prince Louis.

### THE INSURGENTS IN THE PHILIPPINES.

A Spanish official telegram states that the

insurgents at Balabac have massacred all the

Spaniards in Balabac (Palawan) with the

exception of the women.

### WEATHER REPORT.

The Observatory report says.—On the 5th

at 11.50 a.m. The barometer has fallen on the

China coast. The high pressure area is spread-

ing over Japan. Gradients moderate with fresh

monsoon on the coast, and in the N. part of

the China Sea. FORECAST—fresh to N.E.

winds; fair.

### LOCAL AND GENERAL.

At the January sale of opium at Calcutta

Patna realized Rs. 1,142 and Benarso Rs. 1,140.

AFTER a thorough search the launch, which

was yesterday sent out to look for the body of

Wilson, the second steward of the *Glenview*,

returned unsuccessful.

FOR supplying intoxicating liquors during pro-

hibited hours, viz. 5.30 a.m., the proprietor of

the Colonial Hotel was bound over in the sum

of \$100 to be of good behaviour for six months.

A RICKSHAW coolie was fined \$10 for refusing

to accept hire when unemployed in Queen's

Road, and another rickshaw coolie was fined

the same amount for refusing to complete the

journey for which he had been engaged.

THIS New York correspondent of *The*

*Standard* writing under date of 30th Novem-

ber.—"The War Department purposes sending

a strong force to Iloilo, whence it can be

distributed to other place where its presence

may be necessary pending the evacuation by

the Spanish army."

ACCORDING to native advices, owing to the

recent failure of a native bank in Soochow

financial transactions there have been much

hampered. It is stated that the bankrupt bank

has appointed trustees to liquidate the estate

and after paying off all the official deposits in

full, a dividend will be declared to other depos-

itors.

AFTER the gunpowder explosion in Hangchow,

the high authorities ordered an official to

Hsichow to purchase 5,000 piculs of sulphur

and saltpetre for the manufacture of gunpow-

der to replace those lost at the explosion. A

manufacture of smokeless powder will shortly

be established there and further purchases of

sulphur and saltpetre will be made.

### A LARGE number of shareholders and their

friends accepted the invitation of the Directors

of the Shanghai Shipbuilding, Engineering,

and Dock Co., Ltd., to view the docks and

works, which are nearing completion, at Poo-

ting on the 28th ulto. The dock bids fair to

be soon finished and the works seem of a very

substantial character.

### A NEW mode of punishment has been resorted to,

says the *Universal Gazette* by the Soochow

authorities in dealing with the local offenders.

On the 27th ulto. three of them were ordered

by the Chief Deputy of Police, Liu, to be bam-

boomed and afterwards to have all their hair

shaven off leaving two little tufts on each side.

These are plaited with red cotton cords and

the offenders are then paraded through the

city in cages.

MR. Pritchard Morgan, who has obtained

several mining concessions in the North of

China, accompanied by his private secretary,

Mr. John Green, passed through in the *Prin-*

*ce Heinrich*, which left this morning for London.

We understand that Mr. Morgan is well

satisfied with his mission to China, and that he

will probably return early next summer to

personally superintend the gigantic schemes

which he wishes to carry out in the Province

of Szechuan.

### A DESPATCH from Nanking to the *Universal*

*Gazette* says that Viceroy Liu Kunyi has

decided to permit the extension of the Saigon

and Ningpo Roads in the French Settlement

after the French had paid a full indemnity for

the Chinese shot during the Ningpo Joss House

disturbance; but the rest of the demands cannot

be acceded to. On the 24th ulto, Count de



friends on board with me. We went to dinner about half past six and were having dinner when Mr. Barrier got up from the table as Mr. Tournay entered. Mr. Tournay followed him out of the room. They had a few words outside. I could not hear the exact words, but heard them talking outside. Mr. Barrier was struck by Tournay. I then went into the room and stopped the fighting outside the saloon, and we went back to the saloon all except Mr. Barrier. Tournay came with us. There we had a few words—Tournay and I. He then left. Mr. Barrier then came back and we went on with our dinner till the door opened and Mr. Tournay fired at me. I left the room and know nothing more about it.

Prisoner had no questions to ask. By Inspector Howard—The bullet struck me on the left side. I felt a little pain and thought I was wounded. There were two shots fired at me—one past my hand, the powder mark was on my sleeve and I was a little burned on the left hand. Tournay was not very sober, he had a little drink in him. There was no ill-feeling on my part towards Tournay. We were on speaking terms on Christmas morning and had been for the last few months. I identify the bullet produced which was found in my vest.

Edward Holger—sworn, deposed, I am chief officer of the *Riching*. I don't know anything about the shooting or fighting, but I saw the prisoner go ashore about 10 minutes after I went on board on Christmas night. I went on board at about 7.30. When I arrived on board I saw one of Mr. Evelyn's friends running down the ladder. He said there had been some shooting going on. I don't think the prisoner was sober when I saw him leaving the ship. He had not been sober since the morning. He is a very quiet shipmate when he is sober.

Tong Hip toy, a steward on board the steamer *Riching*, cautioned the 3rd engineer was sitting down to dinner at about 6.30 on Christmas night. The 2nd engineer was not there then, but entered at about a quarter to 7. When he did, the second officer (Barrier) left the table. The 2nd engineer followed him out. Witness heard a struggle outside between the two. The second mate went to his cabin, whereupon the 2nd engineer joined the party in the saloon. The others then advised Tournay to go out and call the second mate back to dinner. The prisoner went and called him but he (Barrier) did not return to dinner. Then the 2nd and 3rd engineer commenced arguing. The 2nd left the table and went outside and the 3rd engineer also went outside. Witness heard some noise between them. The second mate and the 3rd engineer returned to the saloon, the 2nd engineer (prisoner) going to his cabin. The 2nd engineer afterwards returned to the saloon while witness was carving in the pantry. Witness heard a report as if of a fire-cracker. The pantry-boy ran away towards the galley, shouting there was a revolver-firing. Witness afterwards reported what he knew about the affair to the captain at his house in Hongkong.

By Inspector Howard—He heard one shot fired and then saw away he saw none of the shots. He never saw the revolver (produced) before. He heard the 2nd and 3rd engineer and the 2nd officer fighting outside the saloon on two occasions that night. He did not see any of them falling on the deck. He knew of no trouble between the two men.

Inspector Howard re-entered the box and corrected his statement that the weapon was a six-chambered revolver. It was five chambered and the whole five cartridges had been discharged. An extra cartridge (full) was found in the prisoner's possession. Witness went on board Sunday, the 25th inst. Witness went on board the *Riching* and inspected the saloon where the shooting took place. He discovered two bullet marks on the saloon woodwork; one bullet had gone clean through the pantry door and was found on the floor. There was also some blood on the woodwork of the saloon. He could not find the bullet which made the second mark.

The case was remanded till Monday next in order that the evidence of the injured men might be taken in the Hospital—*China Gazette*.

## FOOTBALL.

Scotland against the World. Tomorrow afternoon in the Happy valley on the ground of the Hongkong Football Club the annual international football match under association rules will be played between Scotland and the World. The team representative of Scotland is a most formidable collection of well tried players and the world team is an unusually strong one. Scotland will try hard to maintain its hitherto unbeaten record while on the other hand the world will make a determined effort for supremacy. Scotland will play in white, the world in colours.

Kick-off at four o'clock—Extra seating accommodation will be provided for ladies. Scotland—J. Burrell (Kovloon) goal; A. S. Auton (H.K.F.C.) and D. Dyer (Kovloon) backs; J. Snellie (Kovloon), G. Wilson (Kovloon), and R. K. Noble (H.M.S. *Hardy*), halves; L. Kano (H.M.S. *Victorious*), E. Millar (H.M.S. *Victorious*), J. R. Greig (K.O.R.), D. Duncan (Kovloon) forwards, and World—F. H. Hew (H.K.F.C.) goal; R. Wilson (K.O.R.), and P. C. A. Alton (K.O.R.) backs; W. H. Howard (H.K.F.C.), C. T. Kew (H.K.F.C.), and I. D. Danby (H.K.F.C.) halves; A. R. Lowe (H.K.F.C.), H. W. Looker (H.K.F.C.), Captain, W. B. L. Lethbridge (K.O.R.), J. H. Lloyd (K.O.R.) and W. Barlow (Kovloon) forwards; Referee—Mr W. D. Mayson.

## THE OPENING UP OF THIBET.

BRITISH ANNEXATION SUGGESTED. Major L. A. Waddell, I.M.S., writes a letter to the *Englishman*—"Having had special opportunities of studying at first hand the geographical and political position of Thibet from the Indian, Burmese, and Chinese sides, I have read with much interest the letter by Mr. A. Little to the *Spectator* of the 17th September last, entitled 'The Value of Thibet to England,' for I have for some time held the view with respect to British annexation which he therein advocates, but I hold it on very much wider and more imperative grounds." Major Waddell then gives proof of the priority of his views on the question, and makes public a memorandum which he wrote some time ago. After pointing out the possibilities of the Russian wedge being interposed between our Indian and Burmese and Chinese possessions by disposing China of her shadowy suzerainty over Thibet, he draws attention to the advantages of British annexation. He observes—"Our Indian Empire directly borders on Central Thibet by its frontiers of Bengal, Assam, and Upper Burma, Lhasa, even now, is within only about a ten days' ride from our Dargeling frontier, and by a light profitable railway up the Torsia-Choombi Valley, which I have advocated for many years, could be brought within three to four days from Calcutta. This with the addition of a railway from Assam up the Tsang-Po or Dehing, the natural waterway from the Indian plains to Central Thibet, and the already conceded extensions of the Burmese Railway from Kunlong Ferry on the borders of Yunnan through China to Suchan

on the Yangtze River, these would open up the heart of Thibet to India and Burma. The commercial possibilities of Thibet are immense. Its gold mines are at present practically unworked from superstitious reasons, and are probably among the richest in the world, and should alone make it important." He speaks of many parts being equal to Switzerland and Cashmere for scenery, and the climate eminently fitted for European colonisation. As to its invasion, he remarks that Thibet is practically defenceless at present against any little well armed force which chooses to push on to Lhasa, and it is to be hoped Russia and Nepal will not seize the opportunity of doing so before England realises the position. The Thibetans, although formerly warlike and aggressive people, have had their spirit tapped out of them by many centuries of priestly oppression. They have lost their fighting instincts and courage, and they have no regular arm nor any modern weapons of warfare. I am of opinion, from the intimate study of the Thibetans and their country, that little more than a couple of regiments (one European and one Gurkha) and a mountain battery would be sufficient to penetrate to Lhasa, and only very few troops would be needed to hold the country. The *Englishman* endorses Major Waddell's scheme, and advocates the forward policy, simply for the sake of having a forward policy, but first for chastisement of the Thibetans who have repeatedly defied us, and, for the commercial possibilities and for the dominating position it would give us in the south-west of China.—*Times of India*.

## AFFAIRS IN KOREA.

Chemulpo, 16th Dec. 1898. The party feeling which had reached such an exceedingly high pitch of late has been gradually cooling down and may now be fairly considered to have fizzled out. Looking retrospectively at the late events though at times there may have been some cause for anxiety for the safety of foreigners on the part of those less courageous, the "pitched battles" in the streets cannot but be viewed in the light of a regular sham fight. This is the general opinion here. Nothing can therefore justify the conduct of some people who made political capital out of such a paltry affair by sending sensational telegrams abroad. It would be curious to know who are those that have been sending the telegrams, comparing and contrasting, agitating against the powers that be. Some of the missionaries have always had a finger in the political pie and it is an open secret that they own the *Independent* newspaper. The editor of the *Independent* is said to be the President of the Independence Club and this coupled with the fact that the pupils of so me of the Missionary schools lent an active support to the Independents at the late disturbances furnish a sufficient clue to trace the origin of the telegraphic "bunders" sent to China and Japan. It goes without saying that the late trouble was made a pretext for the other Legations to enslave the Russian and the Japanese in having guards too. The former has a standing guard of twenty cossacks and the latter fifty gendarmes and about 600 soldiers in arms, but it is affirmed that there are many more in civilian attire. Now the British Legation has got back its guard which was withdrawn last year as it was deemed to be of little use, British interests here being so very unimportant. Circumstances have not changed since, and if a British Legation guard was not needed last year it is equally so now. But perhaps H.M.'s Representative wishes to be prepared so that he may some day have the privilege of having the Emperor under his protecting wings as his Russian colleague once had. The way the Legations here try to outstrip each other cannot be better illustrated than by the old story: "Ma, Billy has more butter on his toast than I have, I want just as much and if possible a little more." But the British Legation had to pay through its nose for its guard, I hear that \$150 alone was paid for the passage of eight men hence to Seoul.

With reference to the episode of the 21/23rd Nov. I cannot discuss a subject without relating the crowning failure of the Emperor holding an open-air meeting, and from a bench erected at the palace gate he addressed the people. The speech was of a very conciliatory nature, full of paternal advice, and it had its desired effect. The people were charmed and one and all vowed that they would be good children in future. So the Peddlers and the Independents have buried the hatchet for the time being. It should be noted that the Peddlers' guild is a very old institution, its members being small tradesmen of the well-to-do class, while the Independent clique consists of dissatisfied officials out of harness and of the students of the Japanese, English, French and Russian schools. The students of these two latter schools are the greatest mischief makers, while the others are more demure and play the rôle of the proverbial school master abroad to perfection. The ranks of the Independents are also being swelled by a lot of idlers, or rather gentlemen roughs, who are too lazy to work and ever ready to do all the dirty work of the party. The question in every body's lips is when the new force will be enacted? I suppose it will be soon.

But what is best of all is that the weather here has been lovely, and trade which has been stagnant seems to be reviving. On the 8th instant there was no issue of the *Independent*, I wonder whether the ink has become frozen as the temperature has of late been below freezing point. Whatever is the cause, signs are not wanting that the Independence men are preparing for another face. It is said that they have engaged the services of a lot of fighting men belonging to the Butchers' Guild who are confidently expected to make short work of the Peddlers at the next encounter.

The statements made by the Japanese papers that Korea had asked the assistance of Japan to quell the late disturbance must be taken with a big grain of salt. Besides, by the treaty with Russia, Japan is precluded from actively interfering in Korea's domestic affairs. The other statement that the Foreign Representatives had an audience with the Emperor is true enough, but it is not equally true that they had tendered any advice. On the contrary they had studiously refrained from doing so.

The new adviser to the Postal Department, or Postmaster General, or whatever his rank may be, has arrived. He is a Frenchman, and as genial and courteous as a regular Parisian is. Korea may hope now to enter the Postal Union pretty soon.—*Mercury* Cor.

## NOTANDA.

CALENDAR. JANUARY. Meteorological means based on ten years' observations to 1893. Barometer ..... 29.818. Thermometer ..... 50.1. Humidity ..... 77. Rainfall ..... 8.58.

TO-DAY. WEATHER REPORT. On date at 10 a.m. On date at 4 p.m. Barometer ..... 30.28 30.19. Thermometer ..... 60 62. Humidity ..... 56 59. Rainfall.....

TO-DAY. Friday, 6th January, 1899. Chinese—25th of 11th moon of 25th year of Kwang-shi. High water—Morning ..... 2hr. 23min. Afternoon ..... 3hr. 35min. Low water—Morning ..... 3hr. 38min. Afternoon ..... 4hr. 12min.

ANNIVERSARIES. 1878—Great Fire at Tientsin 1,400 famine refugees burnt to death. 1886—Wreck of the British ship *Anglo-Indian* near Tamsui; Captain and 13 of the crew drowned. 1890—Messrs. Henry and Victor Roque, Captains Roze, Mr. Costa, and Messrs. Roque's Comrades attacked by pirates at Dongriou, Tongku; Captain Roze murdered and the rest of the party were taken prisoners and held for ransom until 7th March.

1896—National Reform Committee arrested at Johannesburg. 1897—The diamant British barque *West York* sold at auction for \$5,800.

TO-MORROW. Saturday, 7th January, 1899. Chinese—26th of 11th moon of 25th year of Kwang-shi. High water—Morning ..... 4hr. 5min. Afternoon ..... 4hr. 28min. Low water—Morning ..... 5hr. 12min. Afternoon ..... 5hr. 0min.

ANNIVERSARIES. 1538—Calais lost. 1697—Swan R. W. Australia discovered. 1841—Forts at Chuenpi taken with great slaughter. 1889—Northamptonshire Regiment left Hongkong. 1896—Japanese Government handed Port of Arthur over to the Chinese. H.M.S. *Caroline* left for England. 1897—The Mansion House Indian Famine Fund opened.

SHIPPING AND MAIL NEWS. MAILS DUE. Indian (*Chelody*) to-morrow. Australian (*Changsha*) to-morrow. English (*Bongal*) to-morrow. Australian (*Guthrie*) 8th inst. Indian (*Lightning*) 10th inst. German (*Preussen*) 11th inst. Australian (*Kaioora*) 16th inst. American (*City of Peking*) 20th inst. American (*Galat*) 21st inst. Canadian (*Empress of India*) 23rd inst.

THE Canadian Pacific Railway Co's steamer *Empress of India* (Vancouver for Hongkong) via usual ports of calls on Monday afternoon, the 2nd instant. THE Nippon Yusen Kaisha's steamer *Hinachi Maru* (Europe Line) left Singapore for this port yesterday, the 5th, and is expected to arrive here on the 11th instant. THE Nippon Yusen Kaisha's steamer *Kasuga Maru* (Australia Line) left Thursday Island for this port yesterday, the 5th, and is expected to arrive here on the 16th instant.

HONGKONG AND WHAMPOA DOCK RETURNS. *Idoro* Pans..... at Kowloon Dock. *H.J.G.M.S. Kaiser*..... " " *Hyogo*..... " " *H.J.G.M.S. Mocous*..... " " *H.J.G.M.S. Gefion*..... " " *Ask*..... " " *H.J.G.M.S. K. Ala*..... " " *Atellan*..... " " *Isle de Cuba*..... " " *Isle de Luzon*..... " " *Amigo*..... " " *Oso*..... " " *Yuen-sang*..... " " *Canton*..... " " *Frej*..... " " *Honam*..... " " *Fatshan*..... " " *Paranita*..... " " *Aberdeen*..... " "

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## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	YOKOHAMA, KOBE, KURE	THURSDAY, 12th January, at 4 P.M.
C. Hillcoat	and MOI	THURSDAY, 12th January, at 4 P.M.
TENSHIN MARU	KOBE and YOKOHAMA	THURSDAY, 12th January, at 4 P.M.
De La Lande	KOBE and YOKOHAMA	THURSDAY, 12th January, at 4 P.M.
KAGOSHIMA MARU	KOBE and YOKOHAMA	THURSDAY, 12th January, at 4 P.M.
R. Nanome	NAGASAKI, KOBE, and YOKO-	THURSDAY, 12th January, at 4 P.M.
KASUGA MARU	HAMA	THURSDAY, 12th January, at 4 P.M.
E. W. Haswell	(SHANGHAI, CHEMULPO, and	FRIDAY, 20th January, at 4 P.M.
SAGAMI MARU	NAGASAKI)	FRIDAY, 20th January, at 4 P.M.
J. Nagao	(MARSEILLES, LONDON & ANT-	SUNDAY, 22nd January, at Daylight
INABA MARU	WERI, via SINGAPORE, PENANG,	SUNDAY, 22nd January, at Daylight
W. Bainbridge	COLOMBO and PORT SAID.	SUNDAY, 22nd January, at Daylight
KISSHI MARU	(SEATTLE, (WASH., U.S.A.) via	THURSDAY, 26th January, at 4 P.M.
W. Brady	KOBE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 26th January, at 4 P.M.
TOKIO MARU	(THURSDAY ISLAND, TOWNS-	FRIDAY, 27th January, at 4 P.M.
J. H. Murray	VILLE, BRISBANE, SYDNEY	FRIDAY, 27th January, at 4 P.M.
	and MELBOURNE	

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,

Hongkong, 6th January, 1899.

**SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN**

Capital: £ 300,000

Head Office: 15, Avenue Maignon, Paris

WORKS IN EUROPE

at Bordeaux (BACALAN), France  
at Le Havre (DYLE), France

Railways and Tramways. Plan and Rolling stock, Carriages and Waggon. Wheels, Wheels and Axles combined. Permanent Bridges for Railways. Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Locomotives and Steam Boilers, Boilers and Steam Engines, Drydock.

**CONTRACTORS**

Constructing and Working

Railways and Tramways

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong, Agents for M. DYLE & BACALAN, Paris

## BUILD UP THE BODY.

Influences are constantly at work to undermine health. When you lose flesh, take cold easily, become pale and weak, you need building up, so there will be no danger of taking disease.

## Scott's Emulsion

Contains all the essential elements that give strength and vitality to the system. It increases the appetite for other food, enriches and purifies the blood, assists in making healthy flesh, relieves inflammation of Throat and Lungs, and overcomes all emaciated, weak conditions. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS &amp; Co., Hongkong.

## CARBOLINEUM-AVENARIUS

USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTMAN & Co. Hongkong, 11th September, 1896. [19]

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and ORFÈVRES.

NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest prizes at every exhibition.

and for Veiglander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. [40]

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

Sole Agents in the East for the unimagined CLEMENT, HUMBER and GLADYON Co., Ltd., DUNLOP TYRES' BICYCLES—PRICE—\$185. A special reliable Watch made for this Climate.

Quality A.....\$16  
Quality B.....\$12

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

**JEYES FLUID**  
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1897. [11]

## MEE CHEUNG,

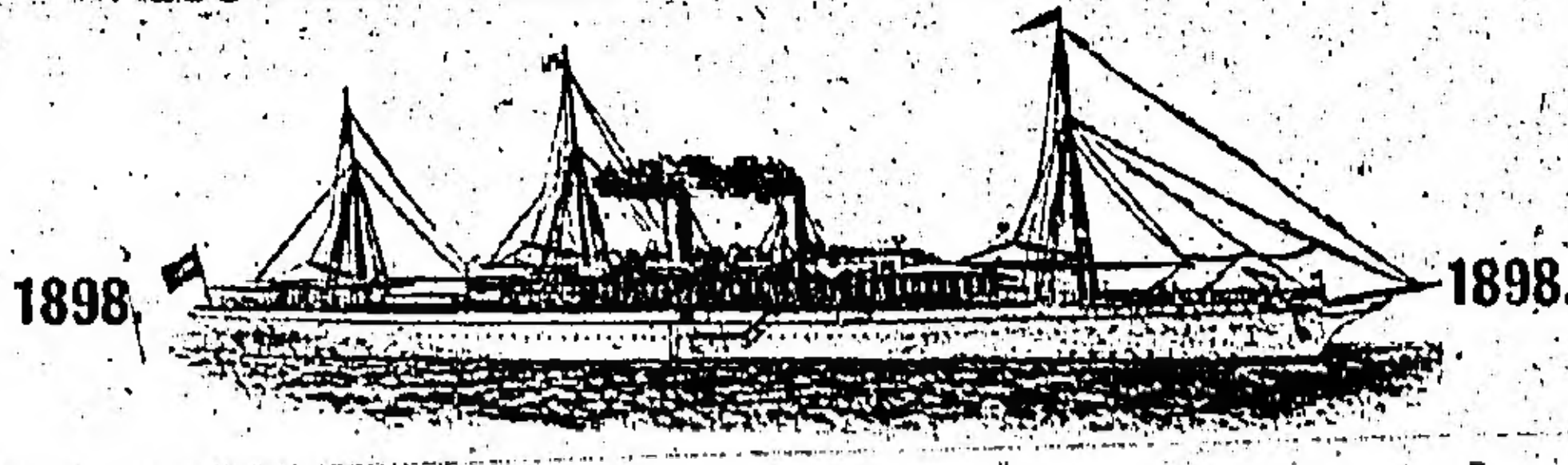
PHOTOGRAPHER,  
Top Floor of Ice House, in Ice House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a specialty.

Hongkong, 22nd September 1898. [45]

## Mails.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 18th Jan., 1899

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.

THE magnificent Twin Screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street. [5]

Hongkong, 21st December, 1898.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th Jan., 1899.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 7th Feb., 1899.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 4th March, at Noon.

THE Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 14th January, 1899, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 16th December, 1898. [1310]

## SAILING VESSELS.

FOR NEW YORK.

THE "313 A. I. American Ship

"REUCE" Captain Adams, having arrived will load here for the above port and will have quick despatch. For Freight, apply to ARNHOLD, KARBERG & Co. Hongkong, 5th November, 1898. [1320]

FOR SAN FRANCISCO.

THE "100 A. I. British Bark

"QUEEN MARGARET" Faulkner, Master, shortly expected here will load for the above Port, and will have quick despatch. For Freight, apply to SHEWAN, TOMES & Co. Hongkong, 20th December, 1898. [1533]

## Mails.

## NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



## HAMBURG AMERICA LINE.

(East Asiatic Service.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ASTURIA	HAVRE, HAMBURG & ANTWERP (About 14th Jan.)	Freight.
Hahn	(LONDON with transshipment in HAMBURG)	Passage.
D. RICKMERS	HAVRE AND HAMBURG (About 16th Jan.)	Freight and Passage.
Pape	(LONDON with transshipment in HAMBURG)	Passage.
SARNIA	HAVRE AND HAMBURG (About 15th Feb.)	Freight.
Ehlers	(LONDON with transshipment in HAMBURG)	Passage.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers. For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents. [981]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City... [3,000] Jan. 15  
Carmarthenshire... [2,029] Feb. 14

THE Steamship

"CARLISLE CITY," will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on or about the 15th January.

Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, China and Japan. Hongkong, 6th November, 1898. [1330]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st Jan., at Noon.

Chima (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 16th Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th March, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 21st January, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 28th December, 1898. [1330]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 31st Jan., 1899, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 25th Feb., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 21st March, at Noon.

THE Company's Steamship

"GAELIC," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 31st instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent. Hongkong, 6th January, 1899. [1330]

## NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEED, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Preussen... Wednesday 1st Feb.

Sachsen... Wednesday 1st March.

Bayern... Wednesday 19th March.

Prins Heinrich... Wednesday 26th April.

ON WEDNESDAY, the 1st day of February, 1899, at 9 A.M., the Company's Steamship "PREUSSEN" Captain C. Heintze, with MAILED PASSENGERS SPECIE, & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 30th instant. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 31st instant, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 31st instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. For further Particulars apply to MELCHERS & Co., Agents. Hongkong, 6th January, 1899. [1330]

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